

Intermetallic bonding between a ring carrier and an aluminum piston alloy

**Manasijević, Srećko; Zovko Brodarac, Zdenka; Dolić, Natalija;
Djurđević, Mile; Radiša, Radomir.**

Source / Izvornik: **52nd International October Conference on Mining and Metallurgy Proceedings, 2021, 51 - 54**

Conference paper / Rad u zborniku

Publication status / Verzija rada: **Published version / Objavljena verzija rada (izdavačev PDF)**

Permanent link / Trajna poveznica: <https://urn.nsk.hr/urn:nbn:hr:115:959137>

Rights / Prava: [In copyright](#) / [Zaštićeno autorskim pravom.](#)

Download date / Datum preuzimanja: **2024-07-24**



SVEUČILIŠTE U ZAGREBU
METALURŠKI FAKULTET
UNIVERSITY OF ZAGREB
FACULTY OF METALLURGY

Repository / Repozitorij:

[Repository of Faculty of Metallurgy University of Zagreb - Repository of Faculty of Metallurgy University of Zagreb](#)



UNIVERSITY OF BELGRADE
TECHNICAL FACULTY BOR

**52nd International October Conference on
Mining and Metallurgy**



PROCEEDINGS

Edited by

Saša Stojadinović

and

Dejan Petrović

November 29th – 30th 2021

Bor, Serbia

**52nd International October Conference
on Mining and Metallurgy, IOC 2021**

PUBLISHER:

UNIVERSITY OF BELGRADE - TECHNICAL FACULTY IN BOR, BOR, NOVEMBER 2021

FOR THE PUBLISHER:

DEAN: Prof. dr Nada Štrbac

EDITORS:

Prof. dr Saša Stojadinović

Doc. dr Dejan Petrović

TECHNICAL EDITOR

Pavle Stojković, MSc.

PRINTED BY:

»Štamparija Atlantis d.o.o.« Niš

CIRCULATION: 100 Copies

CIP – Каталогизација у публикацији –

Народна библиотека Србије, Београд

622(082)

669(082)

**INTERNATIONAL October Conference on Mining
and Metallurgy (52 ; 2021 ; Bor)**

Proceedings / 52nd International October
Conference on Mining and Metallurgy - IOC 2021,
November 29th - 30th 2021 Bor, Serbia ; [organizer]
University of Belgrade, Technical Faculty in Bor ;
[co-organizer Institute for Mining and Metallurgy
Bor] ; edited by Saša Stojadinović and Dejan
Petrović. - Bor : University of Belgrade, Technical
Faculty, 2021 (Niš : Atlantis). - V, 228 str. : ilustr. ;
25 cm

Tiraž 100. - Bibliografija uz svaki rad.

ISBN 978-86-6305-119-5

а) Рударство -- Зборници б) Металургија --
Зборници

COBISS.SR-ID 52072201

| | |
|---|------------|
| Srećko Manasijević, Z Zovko Brodarac, N Dolić, M Djurdjević, R Radiša | |
| INTERMETALLIC BONDING BETWEEN A RING CARRIER AND AN ALUMINUM PISTON ALLOY | 51 |
| Snežana Šarboh | |
| PATENTED INVENTIONS OF LJUBOMIR KLERIĆ | 55 |
| Miomir Mikic, M Jovanović, R Rajković, D Kržanović, E Požega | |
| DEGRADED AREA OF VELIKI KRIVELJ QUARRY RECULTIVATION | 59 |
| Dragana Adamović, D Ishiyama, H Kawaraya, O Yasumasa | |
| EFFECTS OF TAILINGS ON GROUNDWATER ALONG BOR AND BELA RIVERS IN THE BOR MINING AREA, EASTERN SERBIA | 63 |
| Ana Kostov, Z Stanojević Šimšić, A Milosavljević, | |
| CHARACTERIZATION OF ALLOYS CuAlAu0.5 | 67 |
| Marija Milenković, V Jovanović, J Paunković, V Krstić | |
| MULTICRITERIA ANALYSIS OF THE LEVEL OF SUSTAINABLE DEVELOPMENT OF THE TOPLICA DISTRICT USING THE ELECTRE METHOD | 71 |
| Daniel Kržanović, R Rajković, D Stevanović, M Mikić, M Jovanović, S Petrović | |
| LONG-TERM PLANNING OF MINING THE LEAD AND ZINC ORE DEPOSIT IN THE BRSKOVO ORE FIELD, THE REPUBLIC OF MONTENEGRO | 75 |
| Radmilo Rajković, D Kržanović, M Mikić, M Jovanović | |
| CALCULATION OF SAFETY DISTANCE FOR THE OPERATION OF MINING EQUIPMENT IN THE WORKING ENVIRONMENT WITH WEAKENED CHARACTERISTICS AT THE OPEN PIT "NORTH MINING DISTRICT" OF THE COPPER MINE MAJDANPEK | 79 |
| Zdenka Stanojević Šimšić, A Kostov, A Milosavljević, E Požega | |
| HARDNESS, MICROHARDNESS AND ELECTROCONDUCTIVITY OF ALLOYS WITH VARIABLE Cu CONTENT IN Cu-Al-Ag SYSTEM | 83 |
| Miodrag Banješević | |
| STRATIGRAPHY AND AGE OF ROCK UNITS AND MINERALIZATION IN THE TIMOK MAGMATIC COMPLEX AND THE BOR METALLOGENIC ZONE – A REVIEW | 87 |
| Milan Radivojević, Z Stević, M Tanasković | |
| DUALPHASED FOURWAY INTERSECTION REGULATED BY TRAFFIC LIGHTS WITH FIXED AND ADAPTIVE MOD OF OPERATION | 93 |
| Filip Gramić, N Rančić, S Filipović, J Đorđević | |
| USE OF COPPER TAILING AND COPPER SLAG IN 3D PRINTED CONCRETE PROCESSES | 97 |
| Filip Gramić, N Rančić, S Filipović, J Đorđević, | |
| POSSIBILITY OF USING MINING WASTE IN THE PRODUCTION OF BRICK PRODUCTS | 101 |

INTERMETALLIC BONDING BETWEEN A RING CARRIER AND AN ALUMINUM PISTON ALLOY

Srećko Manasijević¹, Zdenka Zovko Brodarac², Natalija Dolic², Mile Djurdjević³, Radomir Radiša

¹Lola Institute Ltd, Kneza Višeslava 70a, Belgrade, Serbia

²University of Zagreb Faculty of Metallurgy, Alejanarodnihheroja 3, Sisak, Croatia

³Nemak Europe, Zeppelins Trasse 24, 4020 Linz, Österreich

Abstract

This paper presents an analysis of the intermetallic bond between a ring carrier and an aluminum piston alloy. An optical microscope combined with the SEM / EDS analysis has been used to metallographically analyze the quality of the intermetallic bonding layer. The obtained results show that can be established intermetallic bond between two materials of different qualities.

Keywords: piston alloys, ring carrier, intermetallic bond, Ni-Resist, Al-Fin process.

1. INTRODUCTION

Pistons are made mostly of aluminum multicomponent alloys (Al–Si–Cu–Ni–Mg), which are used in the automotive industry due to a combination of good casting and mechanical properties [1–5] high strength at elevated temperatures (up to 350 °C) [1,2] and also resistance to sudden temperature changes [1,3–5]. Depending upon the engine type and operating conditions, there are different design solutions for pistons.

This paper deals with pistons for highly-loaded diesel engines with a ring carrier. The ring carrier is specially designed to form the first piston ring groove. The ring carriers of standard features are made of austenitic cast iron (Ni-Resist) in order to increase the wear-resistance of the first ring groove, especially in engines with high loads [5–9]. Austenitic gray iron castings are used primarily for their resistance to heat, corrosion, and wear, as well as controlled expansion, temperature stability, castability, and machinability. The Ni-Resist ring groove inserts are manufactured into pistons to increase engine and piston life. In the meantime, they can also improve the air-tightness of the piston in the cylinder, increase the efficiency of combustion, reduce emissions and air pollution, and contribute to the environment.

The alfin process is a method for preparing a ferrous surface for intermetallic bonding [5–9]. The alfin bonding process is commonly used to bond a non-ferrous Al alloy and a ferrous alloy. It is well known that cast iron contains carbon as a result of the casting process [5–9]. During the piston casting, the ring carrier is soaked by the alfin bond process, which results in a strong connection with the piston material. During this process, an intermetallic layer composed of Fe_xAl_y is formed on the border between the two different materials by the diffusion of atoms [5–9].

The aim of this paper is to conduct a detailed analysis of the intermetallic bonding layer that is formed between the ring carrier and the piston.

2. EXPERIMENTAL

The tests were performed on an Ø89 mm piston for a diesel engine. A cross-section of the investigated piston casting with its macrostructure and indicated sampling point is shown in

Figure 1a. The chemical compositions of the piston alloys and ring carrier given are in Table 1. In this case, the hardness of the ring carrier is 140–150 HBS (the standard is 120–160 HBS)[5].

Table 1. Chemical composition of the experimental alloy (wt. %).

| Alloy | Element/chemical composition | | | | | | | | | | | |
|----------------------------|------------------------------|------|------|------|------|------|------|------|-------|-------|----------|----------|
| | Si | Cu | Ni | Mg | Fe | Mn | Cr | Ti | Zr | V | Al | |
| AlSi13Cu4Ni2Mg | 13.05 | 3.80 | 2.01 | 0.90 | 0.52 | 0.19 | 0.09 | 0.07 | ≈0.03 | ≈0.01 | residual | |
| Sample of the ring carrier | Ni | Cu | C | Cr | Si | Mn | | | | | | Fe |
| | 15.10 | 6.32 | 2.81 | 2.21 | 1.89 | 1.23 | | | | | | residual |

The instruction for forming connections between the ring carrier and the piston casting is a trade secret of all producers.

The melting of the alloy for piston casting was performed in a tub-like electro-resistant furnace-type RIO 750 (80 kW and a melting capacity of 120 kg/h). The preparation of the Al-alloy was performed in an electro-resistant muffler-like furnace type RIO 250 (85 kW). During preparation, the piston casting was exposed to melt-treatment processes (refining, modification, and degasification at 725±5 °C) to improve its mechanical properties. The temperature of the melt was measured using a Ni–Cr–Ni digital pyrometer.

The casting of the investigated pistons was performed on semi-automatic machines in the PDM-Serbia concern according to a predefined internal procedure by the manufacturer. After being removed from the tool, the piston castings were air-hardened (the air pressure was 4 bar). A "CER Čačak EPC 200/300" furnace with a capacity of 3,000 kg/h and a maximum temperature of 350 °C was used for the stabilization.

An optical microscope (Olympus GX51) with a magnification of up to 1,000x was used to visualize the microstructure. The samples were observed under a scanning electron microscope (SEM) using magnifications between 200x and 5,000x. Qualitative and quantitative assessments of the chemical compositions of the phases were done using an energy dispersive spectrometer (EDS).

3. RESULTS AND DISCUSSION

Figure 1 shows the microstructure of the piston cross-section, where the successful intermetallic bond between the ring carrier and the piston alloy is shown. The microstructure of the ring carrier is shown in the following figures: Figure 1b with a magnification of 200x; Figure 1e with a magnification of 500x; and Figure 2h shows a SEM analysis with a magnification of 2,000x. In this case, the microstructure of the ring carrier consists of lamellar graphite distribution in austenite: ASTM type A or B, size 4–6.

The thickness of the diffusion layer was measured (Figure 1f). The results show that the thickness of the diffusion layer formed in the piston alloy is within the range 14.60 to 45.17 μm (the average is 31.19 μm). According to international pistons manufacturer, the thickness of the diffusion layer should be in the range between 10–70 μm [5].

In addition to characterization by optical and SEM microscopy, a qualitative analysis of the phases in the intermetallic bonding layer was conducted by EDX scanning electron microscopy. In the first step, an EDS mapping of the intermetallic bonding layer was made. In addition to the conventional SEM image, the EDX mapping provides a meaningful picture of the element distribution of a surface.

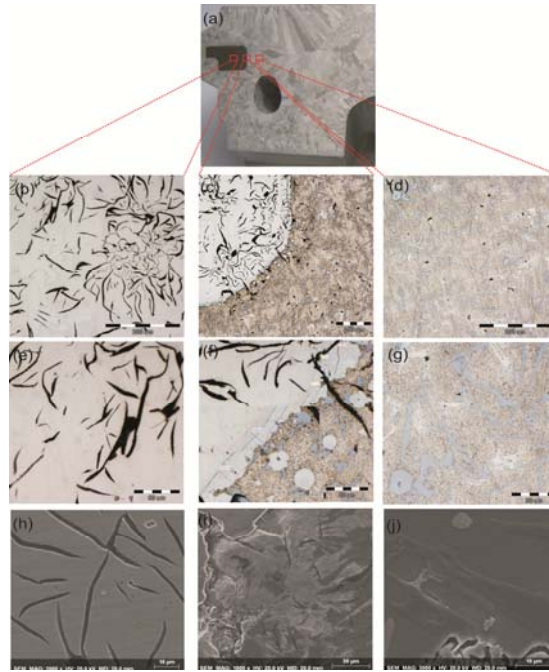


Figure1. Microstructure of the ring carrier-alfin bond-piston

The EDS mapping was done to better identify the precipitated phases. Additionally, the EDS mapping also provides useful information to predict the possible phases where the key elements show higher contrast. Figure 2a shows a SEM analysis while Figure 2b shows an EDS mapping of all the elements in the intermetallic bonding layer. Figures 2c to 2h show the EDS mapping of other important elements (Fe, C, Ni, Cu, Si and Al).

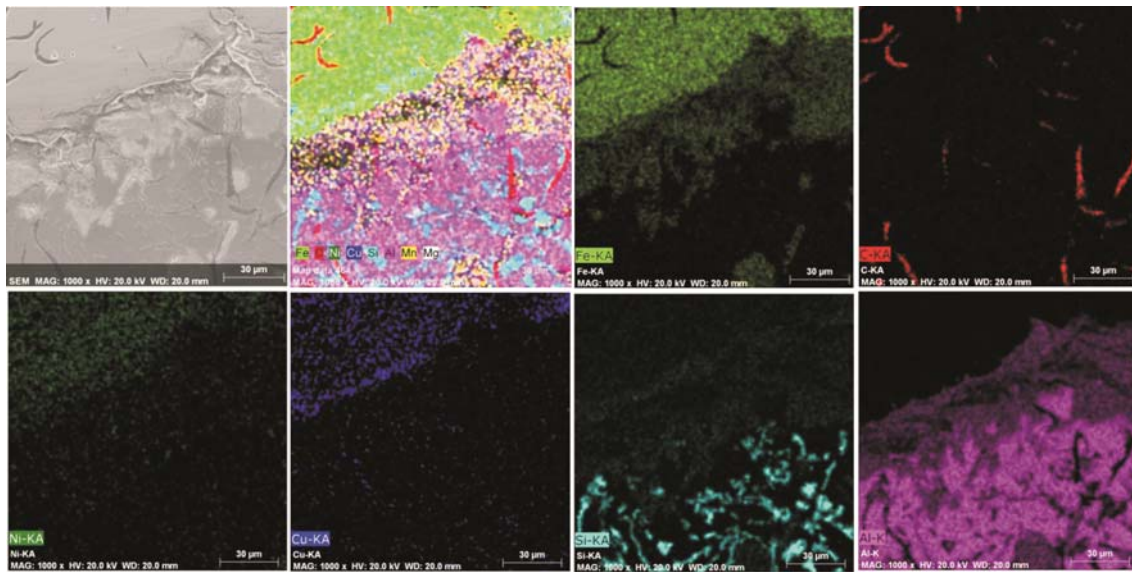


Figure2. The intermetallic bonding layer: a: SEM, 1000x; b: EDS mapping of all elements and EDS mapping; c: Fe; d: C; e: Ni; f: Cu; g: Si; and h: Al [15]

In the second step, a line EDS analysis of element distribution in the intermetallic bonding layer was made. The results of this analysis are shown in Figure 3. The point of line analysis is indicated in Figure 3a while in Figure 3b only for Al and Fe. Based on the obtained results, it can be seen that the Fe concentration decreases and that the Al concentration increases uniformly along the analyzed ring carrier-alfin bond-piston line, depending on the presence of other alloying elements (i.e., there is no discontinuity). Figure 3b shows the corresponding EDS

spectra for the phase identified in the intermetallic bonding layer. The EDX results were used to identify the stoichiometry for the particular phases based on the data reported in the literature. The alfin bond is a real bond, which has a chemical composition close to Fe_xAl_y and is formed by the Fe and Al alloy (Fig. 3d).

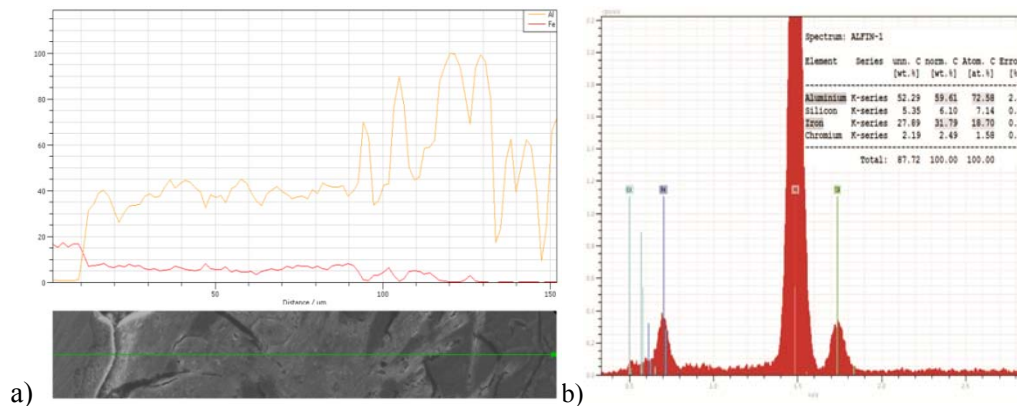


Figure 3. Analysis of the intermetallic bonding layer: a: SEM, 1000x; b: EDS analysis changes in all elements; c: EDS analysis, changes in Al and Fe; and d: EDS identification of Fe_xAl_y [15].

4. CONCLUSION

Based on the analysis of the experimental test results presented in this paper and the available data from the literature, it can be concluded that if the manufacturer's instructions defined for casting pistons with the ring carrier are applied completely, a good metal connection can be formed between the two quality materials.

The results presented in this paper are only an introduction to further, ongoing research.

REFERENCES

- [1] S. Manasijevic, R. Radisa, S. Markovic, Z. Acimovic, Pavlovic, K. Raic: *Intermetallics*, 19 (2011) 486–492.
- [2] S. Manasijevic, R. Radisa, S. Markovic, K. Raic, Z. Acimovic, Pavlovic: *Practical Metallography*, 46 (2009) 565–579.
- [3] R. Gholizadeh, S.G. Shabestar: *Metall. Mater. Trans. A*, 42 (2011) 3447–3458.
- [4] N. Belov, D. Eskin, N. Avxenieva: *Acta Mater.*, 58 (2005) 4709–4722.
- [5] S. Manasijevic: *Aluminum Piston Alloys*, Published by the LOLA Institute Belgrade, 2012.
- [6] Patent Number: 6,127,046. United States Patent. Date of Patent, Oct. 3. 2000.
- [7] Patent Number: 6,112,802. United States Patent. Date of Patent, Sep. 5. 2000.
- [8] A.F. Acar, F. Ozturk, M. Bayrak: *Mater. Technol.*, 2010, vol. 44, pp. 391–395.
- [9] Engine Australia Pty Ltd: *Alfin (Ni-Resist) Ring groove inserts*, Service Engineering Bulletin, 2012.
- [10] J.C. Viala, M. Peronnet, F. Barbeau, F. Bosselet, J. Bouix: *Composites Part A*, 33 (2002) 1417–1420.
- [11] M.C.J. Marker, B. Skolyszewska-Kühberger: *Intermetallics*, 19 (2011) 1919–1929.
- [12] M. Willcox: *Ultrasonic inspection equipment for Al-Fin insert diesel pistons*, Insight NDT equipment Ltd, The Old Cider Mill Kings Thorn Herefordshire HR2 8AW, 2000.
- [13] R.C. Hernández, J.H. Sokolowski: *J. Alloys Compd.*, 419 (2006) 180–190.
- [14] C.L. Chen, R.C. Thomson: *J. Alloys Compd.*, 490 (2010) 293–300.
- [15] S. Manasijevic, N. Dolic, Z. Zovko Brodarac, M. Djurdjevic, R. Radisa, *Metallurgical and Materials Transactions A*, 45(10) (2014) 4580–4587.